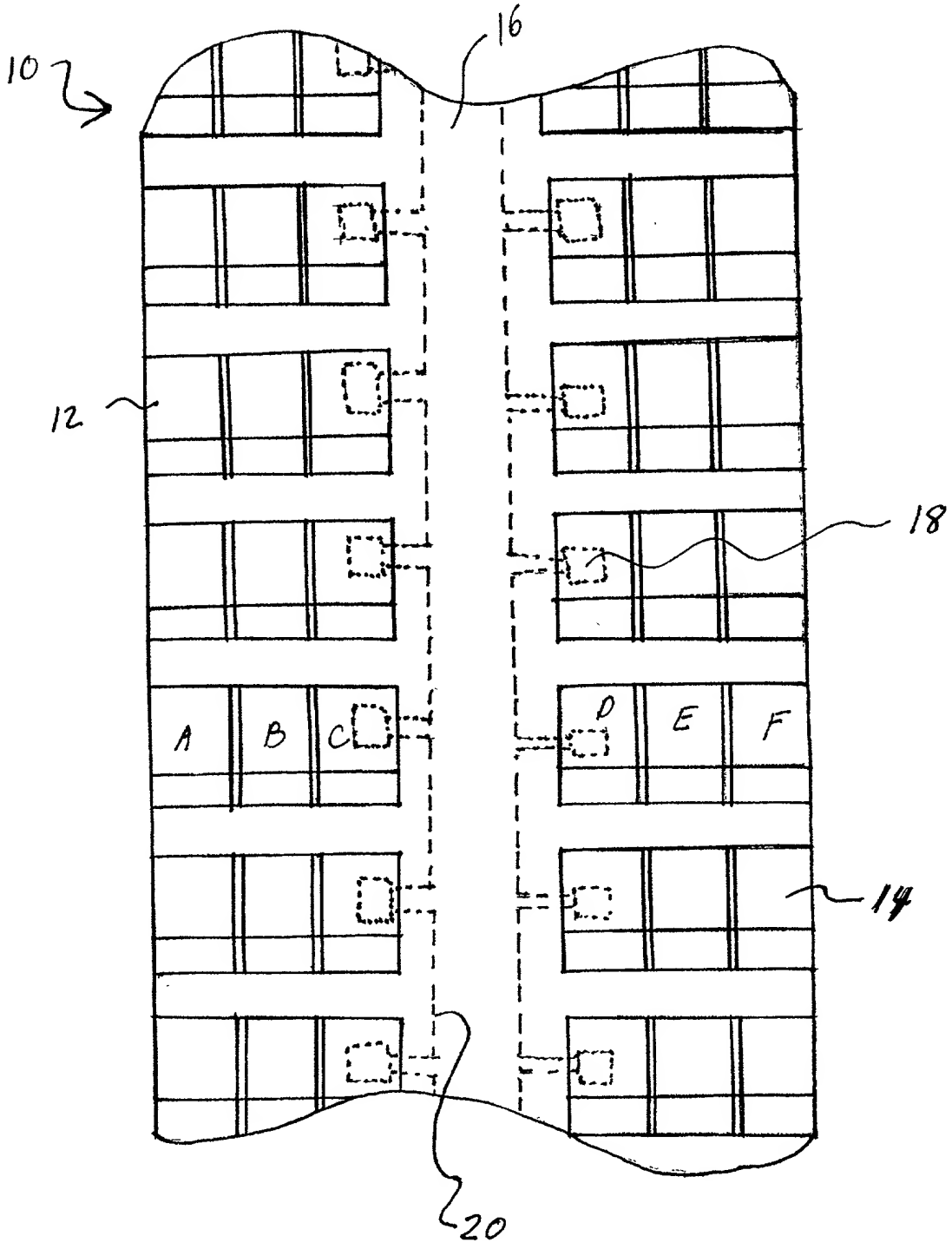
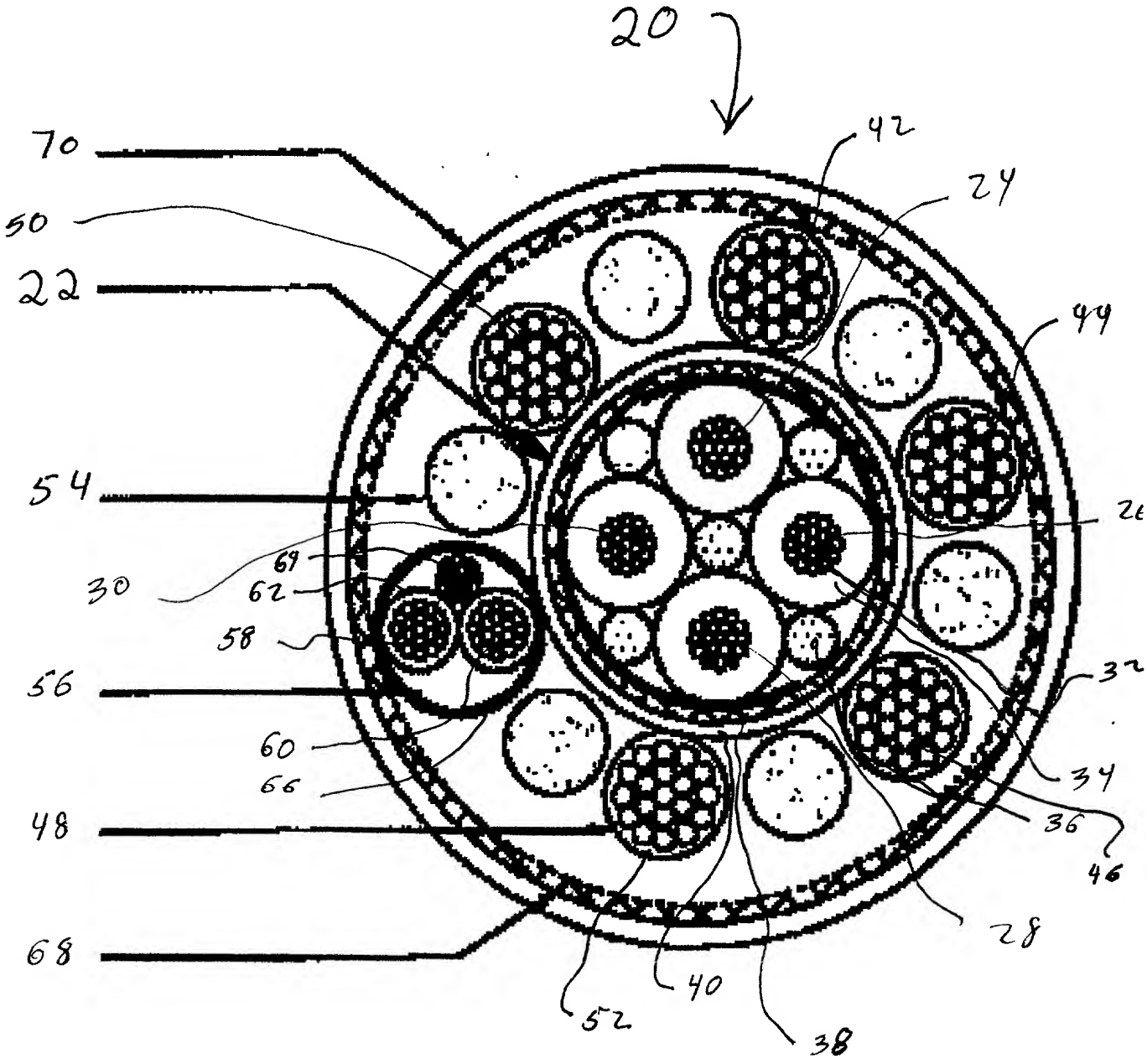


FIG. 1

FIG. 2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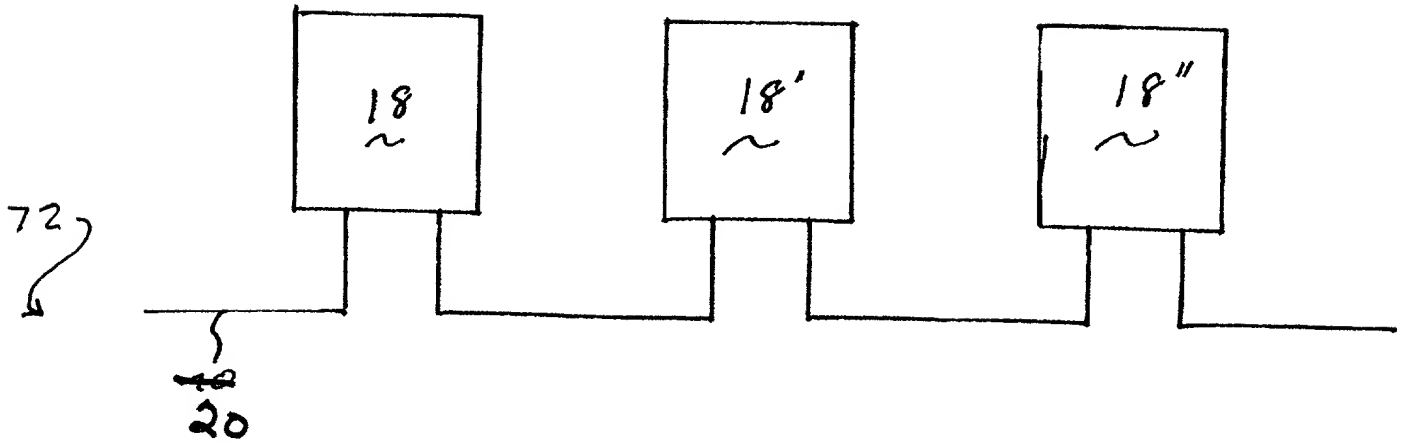


FIG. 3

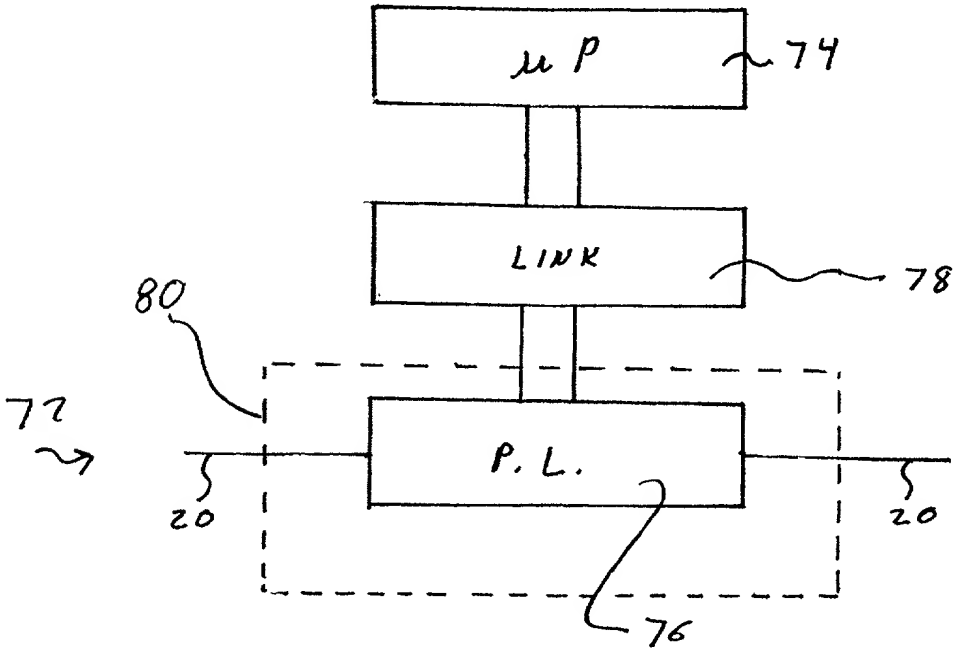


FIG. 4

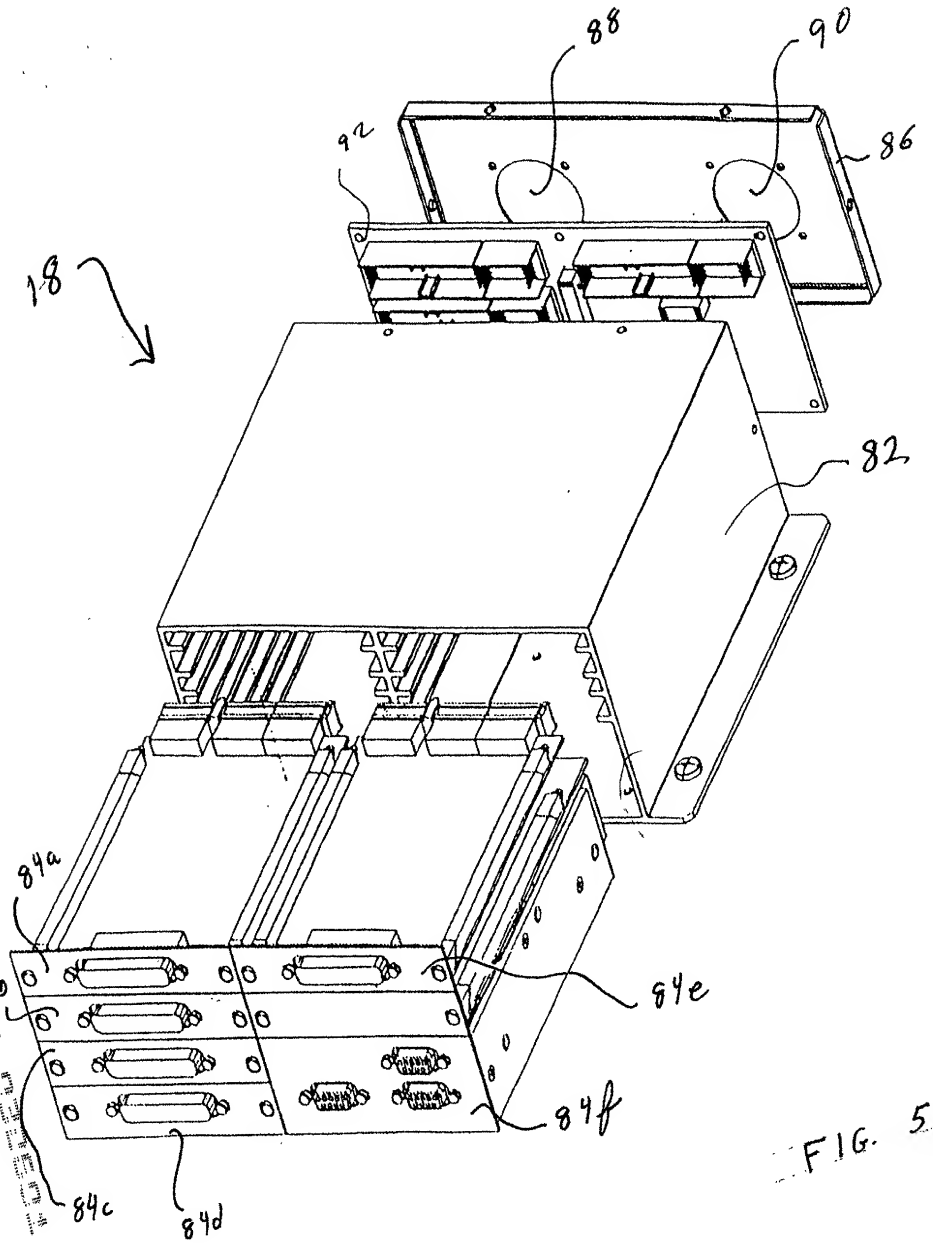


FIG. 5

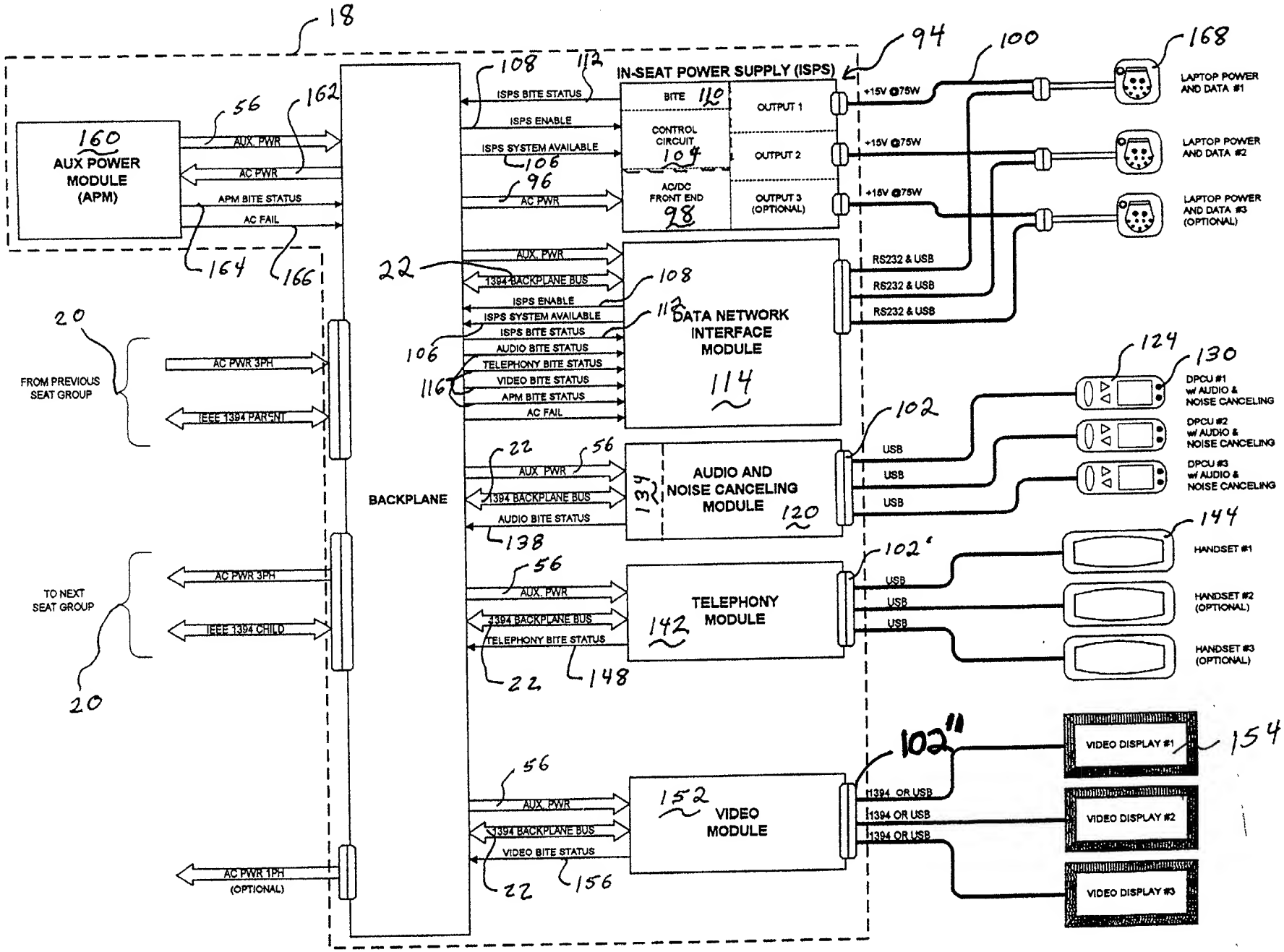

18
94
100
168
IN-SEAT POWER SUPPLY (ISPS)
108
112
ISPS BITE STATUS
ISPS ENABLE
ISPS SYSTEM AVAILABLE
106
96
AC PWR
BITE 110
CONTROL CIRCUIT 104
AC/DC FRONT END 98
OUTPUT 1
OUTPUT 2
OUTPUT 3 (OPTIONAL)
+15V @75W
+15V @75W
+15V @75W
LAPTOP POWER AND DATA #1
LAPTOP POWER AND DATA #2
LAPTOP POWER AND DATA #3 (OPTIONAL)
160
AUX POWER MODULE (APM)
56
162
AUX. PWR
AC PWR
APM BITE STATUS
AC FAIL
164
166
22
AUX. PWR
1394 BACKPLANE BUS
ISPS ENABLE
ISPS SYSTEM AVAILABLE
ISPS BITE STATUS
AUDIO BITE STATUS
TELEPHONY BITE STATUS
VIDEO BITE STATUS
APM BITE STATUS
AC FAIL
DATA NETWORK INTERFACE MODULE 114
RS232 & USB
RS232 & USB
RS232 & USB
20
FROM PREVIOUS SEAT GROUP
AC PWR 3PH
IEEE 1394 PARENT
BACKPLANE
124
130
DPCU #1 w/ AUDIO & NOISE CANCELING
DPCU #2 w/ AUDIO & NOISE CANCELING
DPCU #3 w/ AUDIO & NOISE CANCELING
102
USB
USB
USB
AUDIO AND NOISE CANCELING MODULE 120
134
22
56
AUX. PWR
1394 BACKPLANE BUS
AUDIO BITE STATUS
138
144
HANDSET #1
HANDSET #2 (OPTIONAL)
HANDSET #3 (OPTIONAL)
102'
USB
USB
USB
TELEPHONY MODULE 142
56
AUX. PWR
1394 BACKPLANE BUS
TELEPHONY BITE STATUS
22
148
TO NEXT SEAT GROUP
AC PWR 3PH
IEEE 1394 CHILD
20
102"
154
VIDEO DISPLAY #1
VIDEO DISPLAY #2
VIDEO DISPLAY #3
1394 OR USB
1394 OR USB
1394 OR USB
152
VIDEO MODULE
56
AUX. PWR
1394 BACKPLANE BUS
VIDEO BITE STATUS
22
156
AC PWR 1PH (OPTIONAL)

FIG. 6

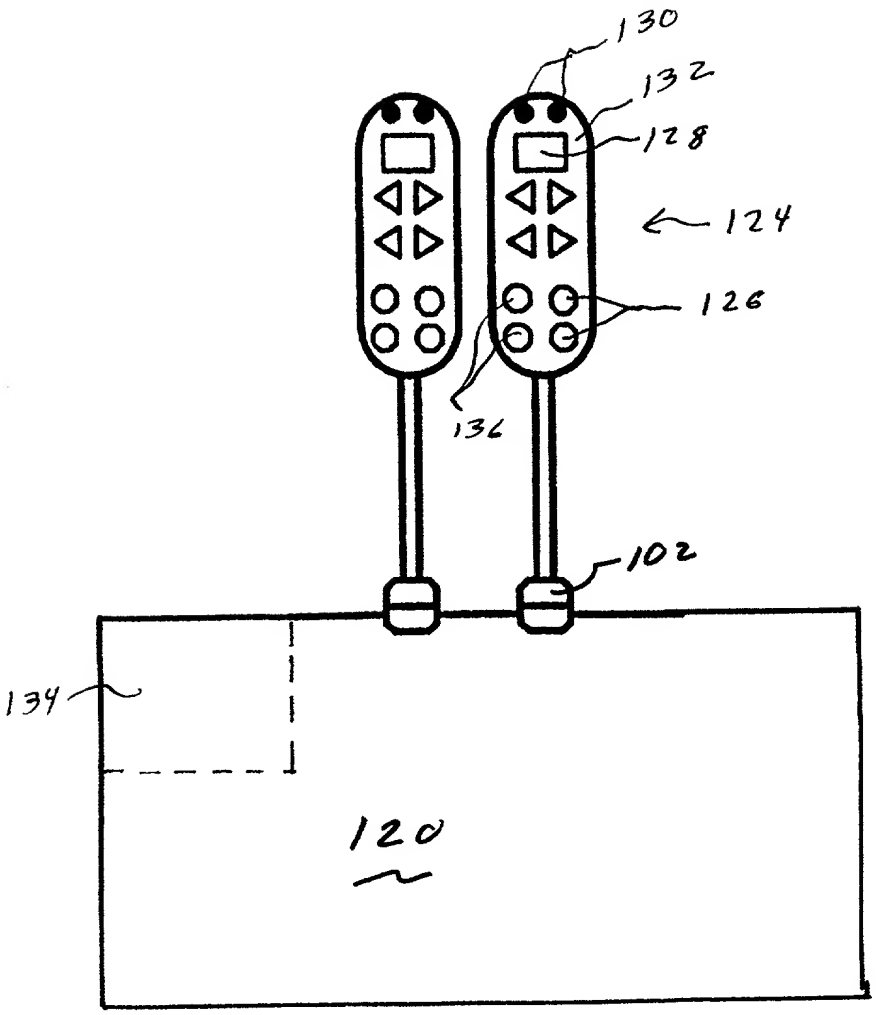


FIG. 7

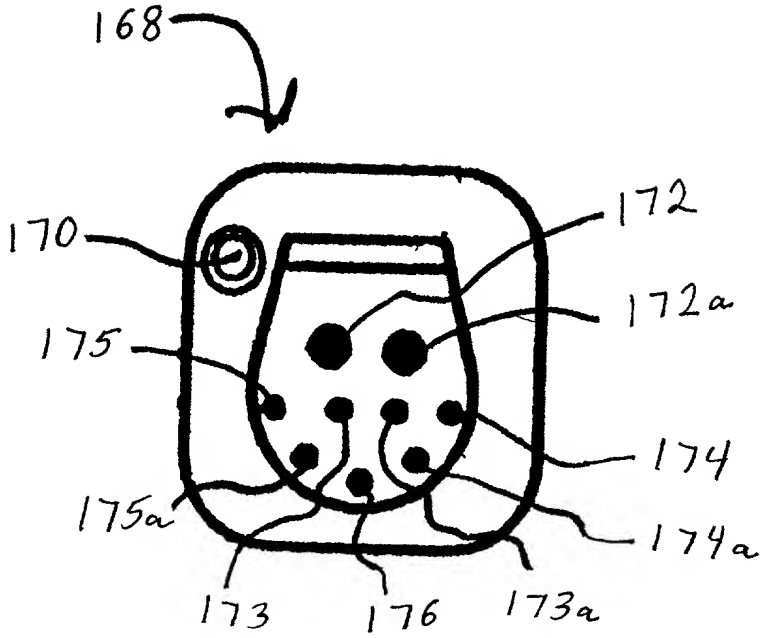
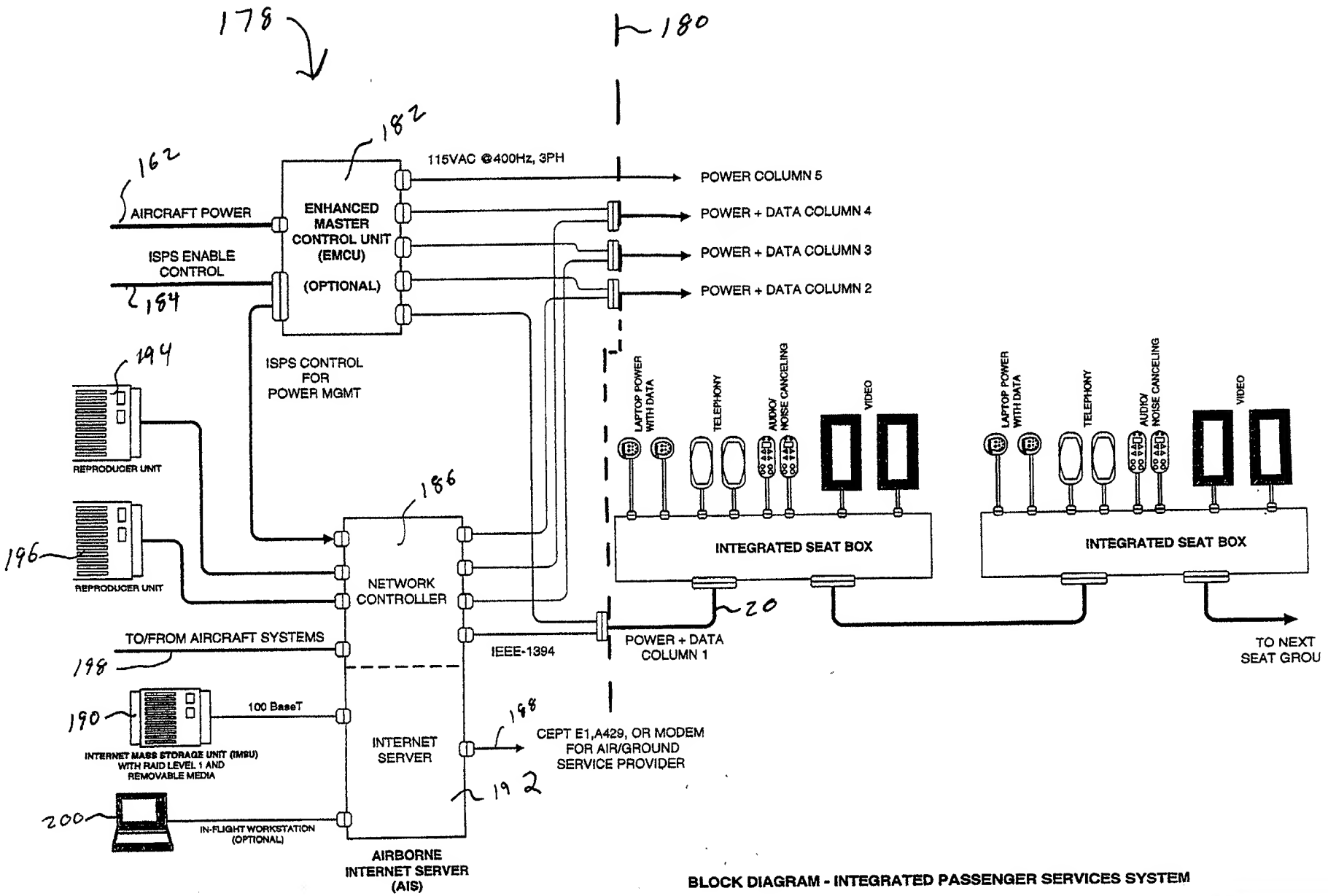


FIG. 8

FIG. 9



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Effective April 5, 1999

Introduction

AEEC Overview

The Airlines Electronic Engineering Committee (AEEC) is an international standards organization comprising major airline operators and other airspace users. AEEC member airlines work closely with industry, including airframe manufacturers, avionics suppliers and component suppliers to achieve standardization of air transport avionics equipment and systems. The resulting documents are a product of industry consensus.

For five decades, AEEC has been instrumental in setting standards for air transport avionics equipment and systems. The many benefits include industry-defined products that can be produced on a competitive basis by various suppliers. AEEC standards enable airlines and other avionics users to achieve economies of scale in the procurement of avionics. This is achieved through the standardization of avionics form, fit and function and definition of aviation communication systems.

ARINC Standards

ARINC publishes the standards produced by the AEEC. Three types of AEEC documents are available:

- ARINC Characteristics
- ARINC Specifications
- ARINC Reports

ARINC Characteristics

ARINC Characteristics define the form, fit and function of avionics equipment. AEEC has produced two predominant families of Characteristics - ARINC 700-series and ARINC 500-series.

ARINC 700-series of Characteristics are the most current. These standards were developed starting in the early 1980's for the B-757, B-767, A-310 and MD-80 series aircraft. In many cases these specifications are digital versions of the older analog specs.

The emergence of digital avionics has provided greater opportunities for equipment integration. Thus, new standards were written for highly integrated systems such as the Flight Management System (FMS) and the Air Data/Inertial Reference System (ADIRS). The ARINC 700-series of Characteristics refer to the ARINC 600-series of supporting documents. AEEC continues to develop new ARINC 700-series Characteristics and new ARINC 600-series supporting documents today.

The ARINC 500-series of Characteristics define older analog avionics equipment. Most of these standards were prepared for the introduction of jet aircraft in the 1960s. These specifications are used widely on the B-727, DC-9, DC-10, and early models of B-737, B-747 and A-300 aircraft. Many of these Characteristics are so successful that they continue to be used in modern turbofan aircraft using today's technology. The ARINC 500-series of Characteristics refer to the ARINC 400-series of supporting documents.

ARINC Specifications

ARINC Specifications are principally used to define: (1) the physical packaging and mounting of avionics equipment, (2) data communication standards (3) a computer high-level language. Examples include ARINC Specification 429, Digital Information Transfer System (DITS) and ARINC Specification 600, Air Transport Avionics Equipment Interfaces.

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ARINC Reports provide guidelines or general information found by the airlines to be good practices. Many Reports refer to avionics maintenance and support.

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407-1	68.00	72.00	ARINC Synchro System Manual (Combined Issue of Report 407 and 407-1, "ARINC Synchro Signal Practices")	6/61
408A	68.00	72.00	Air Transport Indicator Cases and Mounting	12/76
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421	46.00	51.00	Guidance for Standard Subdivision of ATA Spec 100 Numbering System for Avionics	10/71
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602A-2	46.00	51.00	Test Equipment Guidance	2/96
603-1	46.00	51.00	Airborne Computer Data Loader	11/85
604-1	68.00	72.00	Guidance for Design and Use of Built-In Test Equipment (BITE)	10/88
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608-1*	68.00	72.00	Standard Modular Avionics Repair and Test System (SMART)	9/89
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609	46.00	51.00	Design Guidance for Aircraft Electrical Power Systems	1/87
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611-1	68.00	72.00	Guidance for the Design and Installation of Fuel Quantity Systems	1/99
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614	68.00	72.00	Standard Firmware Loader for Avionics Shops	9/89

615-3	84.00	87.00	Airborne Computer High Speed Data Loader	8/92
617	46.00	51.00	Guidance for Avionics Certification and Configuration Control *(not formally adopted by AEEC-available in draft only)*	12/90
618-3	99.00	101.00	Air-Ground Character-Oriented Protocol Specification	9/98
619-1	68.00	72.00	ACARS Protocols for Avionic End Systems	1/97
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623-1	46.00	51.00	Character-Oriented Air Traffic Service (ATS) Applications	12/97
624-1	84.00	87.00	Design Guidance for Onboard Maintenance System	8/93
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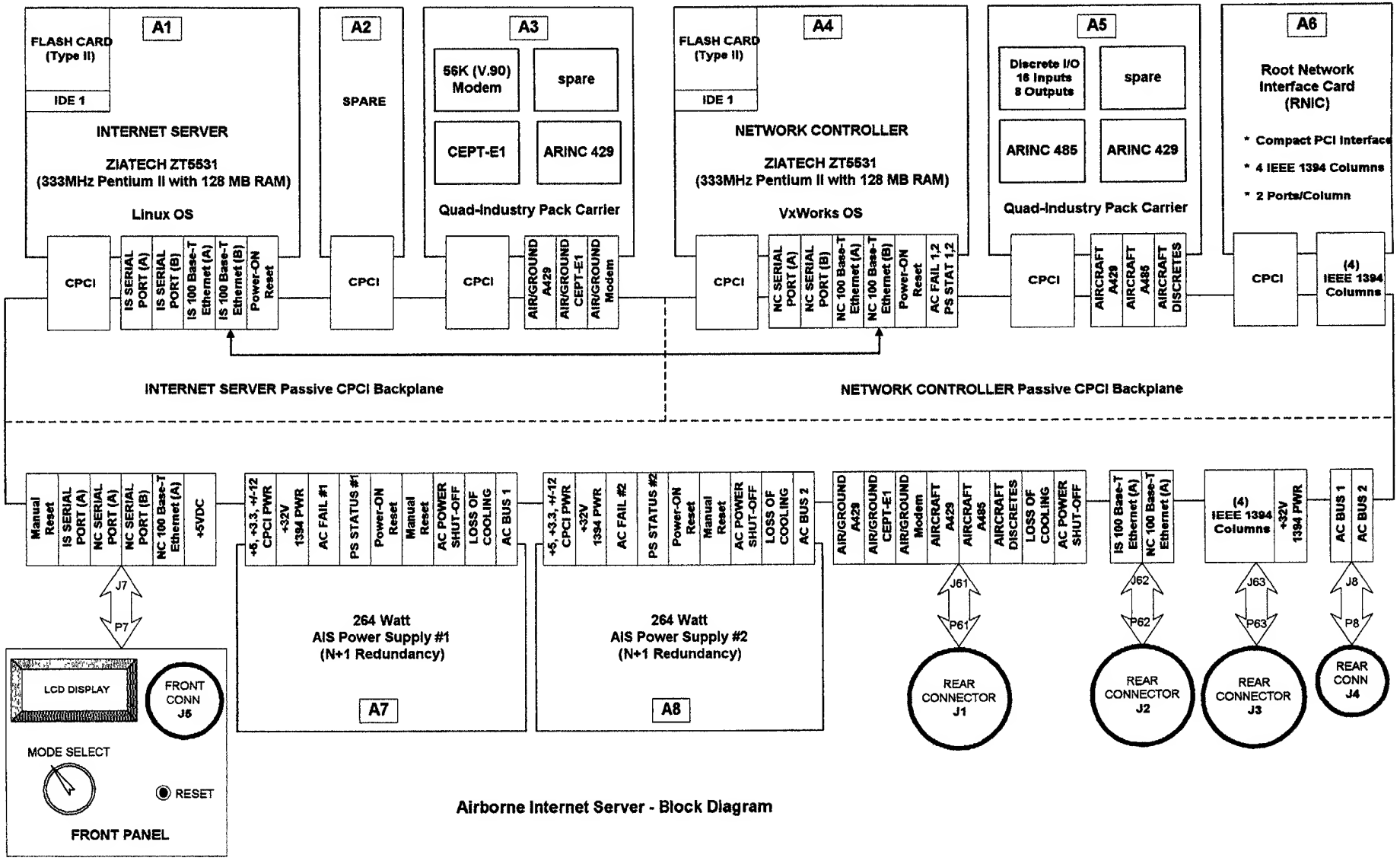

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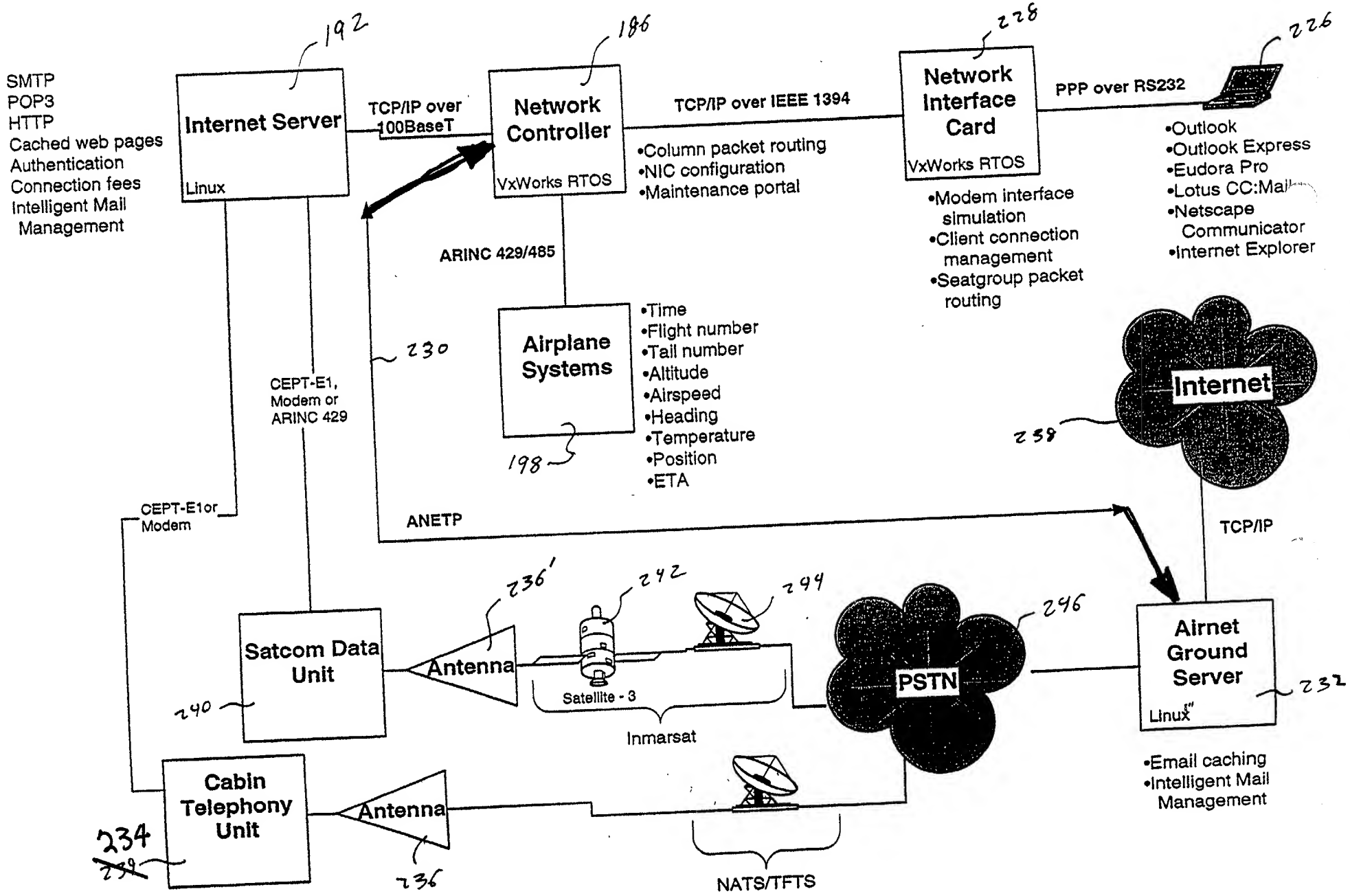
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